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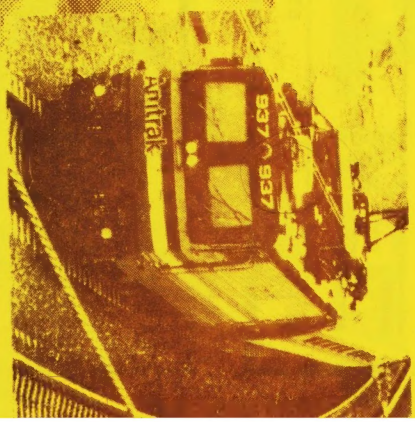

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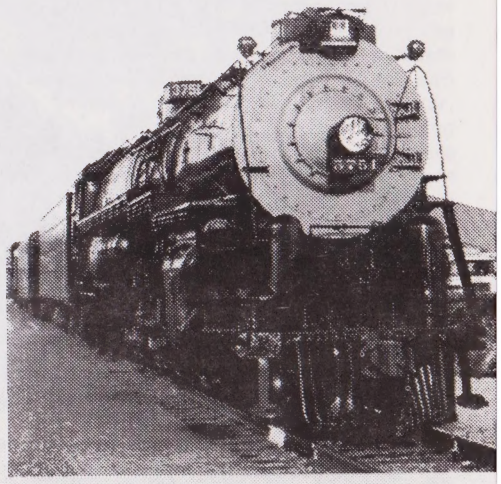

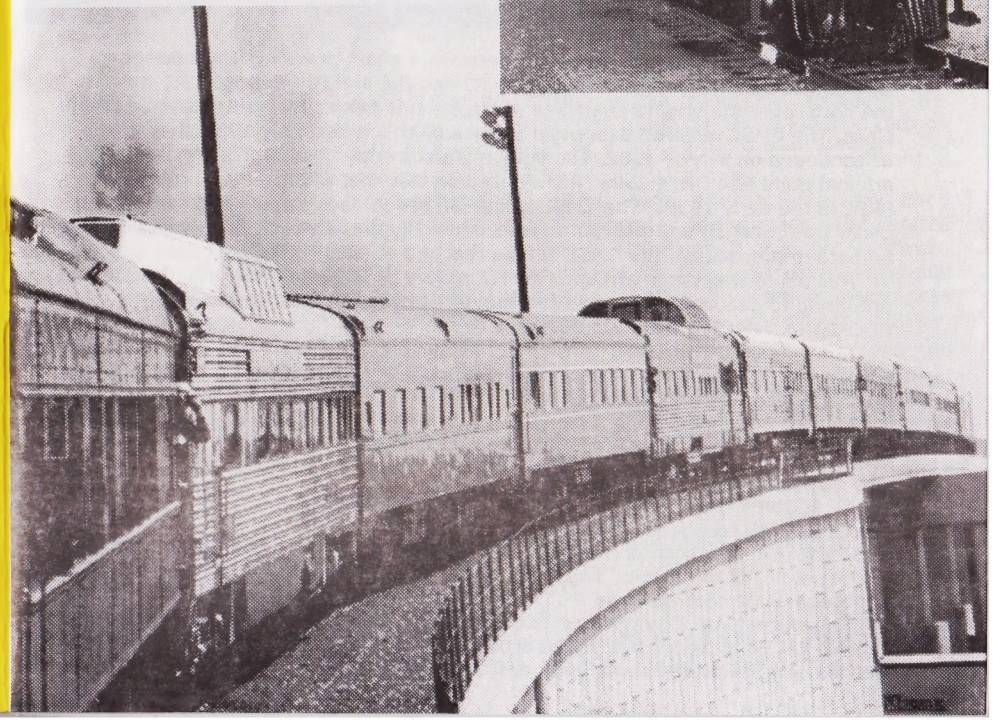

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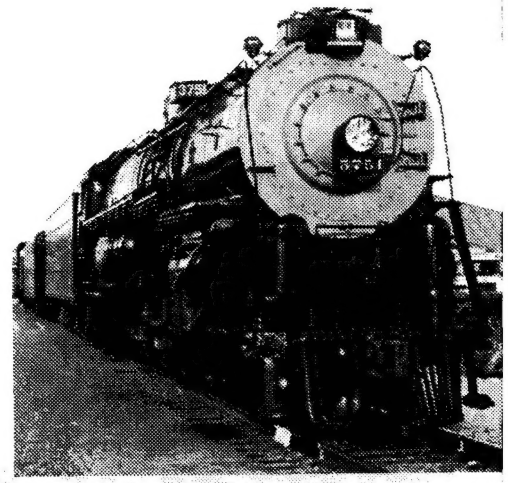
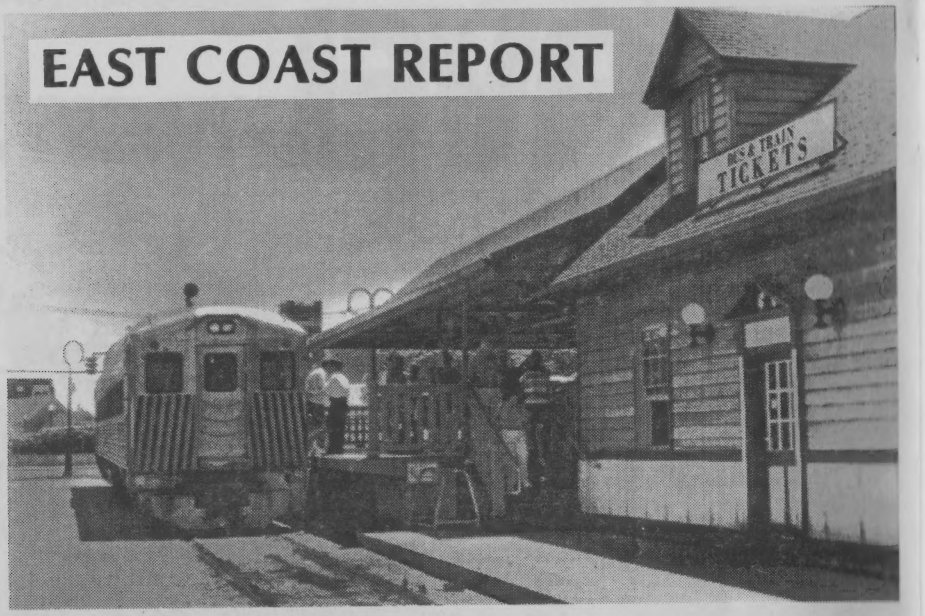


ON THE COVER

In this issue Bill Hakkarinen takes us from Los Angeles to the Grand Canyon by special NRHS train of private cars, pulled by Santa Fe steam locomotive 3751. Here are two views of that train, the upper showing the locomotive and the lower picturing the train running on the Metrolink flyover at San Bernardino CA on Aug 19. Photos by Bill Hakkarinen.

EAST COAST REPORT



The Cape May Seashore Lines has been once again providing rail passenger service this summer between Cape May NJ and the 4-H Fairgrounds 10.1 miles to the north over the original main line of the historic Pennsylvania-Reading Seashore Lines. The CMSL restored passenger service on this line in May 1996 after it was discontinued on July 1, 1982. The equipment currently used in this service are the original Budd Rail Diesel Cars (RDCs) used on this line, which were purchased by PRSL in the early 1950s. The CMSL trains ran seven days a week this season until Labor Day (Sep 2), and will run on weekends only until Dec 29. For schedules, fares and other information, the CMSL can be reached at (609) 884-2675.

This photo was taken at Cape May NJ on July 5, 2002 as CMSL train No. 306 was preparing to depart for the 4-H Fairgrounds. This day's train consisted of one RDC-1, No. M-407, which was delivered to the PRSL on Oct 18, 1950.—Alex Mayes.

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Hollywood FL to New York in August

By Walter E. Zullig

Who wants to go to South Florida in the summer? We've done it twice before and each time found things very hot and humid. This year we had to make a trip in late July and early August in order to handle some personal business. We had gone south with a one-way Hertz rental but were to return via Amtrak's Silver Service.

We finished up our business around Wednesday, August 7 and decided to attempt to leave on Friday or Saturday. A check of Amtrak's Website indicated some rather full trains those days but a telephone call to USARAIL revealed that standard bedrooms were available both days but at a much higher price on Saturday. So we left on Friday, August 9th, and I'm now writing this from Room 8 of Car 9211, the "Mystic View," as the train heads north our of DeLand nearly 1 ½ hours late due to CSX trackwork and slow orders, presumably heat related.

From what I had seen, the southbound trains were running very late. For two consecutive days the "Silver Meteor" had been shown as 4 ½ hours late, meaning it would arrive MIA about 2AM. All of this is attributed to the CSX-mandated slowdowns resulting from the "Capitol Limited" derailment.

We drove our car to the Hertz place in Fort Lauderdale and were driven to the Amtrak station by a Hertz employee. Upon arrival the agent advised that the "Silver Star" had not yet left Miami but that he would update us. A boarding announcement was made about 11:30 and our train chugged in at 11:35. At this point the consist was a Genesis locomotive pulling 1 MHC, 1 baggage car, 3 Viewliner sleepers, a diner, an Amfleet II lounge car and 4 Amfleet II coaches. The coaches were reportedly sold out and inspection later in the evening indicated very few empty spaces in the 3 sleepers.

Tickets were collected on the platform, a somewhat annoying practice that persists in Florida. It's defended on the grounds that some people supposedly hide from the conductors on the train but a good conductor should be able to do on board collections properly. Anyway we then were warmly greeted by our car attendant, Larry Singleton, who got us settled in our room and explained the features. The car was nice and cool on this 95 degree day; in fact it later got a little too cool!

While in the diner the train entered the passing siding at "United" (north of WPB) and soon Train 89, the "Palmetto," passed running about 3 hours late.

Upon return from lunch we found ourselves locked out of our room, a first for me. One of the conductors came to the rescue with a knife from the dining car, which he used to flick up the latch. "Keep this; it will be your key." We then noticed that the rubber around this part of the door was missing, indicating previous use of this method to unlock the door.

Our southbound counterpart, #91, passed us south of Winter Haven running about 2 hours, 15 minutes late. After WTH I did a walkthrough and noted the lounge car was the "Jacksonville Club", one of the Amfleet II lounges redone with a smoking room at one end of the car. The seals of several states, including Florida, Georgia and Massachusetts, were etched into the glass around the room and a large mural of Jacksonville is opposite the snack bar. Tables are at the other end of the car. The 4 coaches were open and about half full. I was told they would be nearly full after Winter Park and completely full after JAX which proved to be the case.

Lunch was called shortly after noon and we headed to the diner. The choices were a steakburger, Reuben sandwich, Southwest chicken salad and vegetable stir-fry. I had the Reuben, which was quite good, and my wife had the stir-fry.

We passed through the interlocked McDonald Connection at Auburndale from the ex SAL to the ACL at 3:35 and headed on to Orlando where a large crowd was on hand to board. Having continued to lose time, we now were an hour, 10 minutes late departing there. The southbound "Silver Meteor" passed us at DeLand; it was nearly 4 hours late with a long way to go over CSX tracks.

Just after ORL a dining car waiter passed thru to offer dinner reservations at 5:30, 7 or 8:30. We opted for the 7 pm sitting. Suzanne and I both had the NY strip steak with baked potato, which was excellent. Once again our desert was ice cream with chocolate sauce. While in the diner the train slowed to 10 mph for at least 5 miles around Palatka where a very large trackwork project was underway. Naturally this cost us some additional time.

Arrival in JAX was at 9:52 (7:10) with departure at 10:20 (7:45). The train passed the station on a main track, then backed down a platform track and coupled on to 8 RoadRailers parked there. These were loaded with US Mail and would be removed at Philadelphia. Another Genesis unit was added to the head end.

As we departed JAX the Tropicana Juice train with its large cars –some orange, some white—ran parallel to us for a short distance. Larry soon made up our berths and we were off to slumberland shortly after 11 pm. I found the upper quite comfortable and given a choice would take it over a Superliner sleeper. Having the bathroom in the room also is a nice feature. I awoke briefly at 4 am while we were in the station at Columbia, SC, where we were due at 12:55 am. After a sound sleep I awoke for good about 7:30, washed up and headed for breakfast about 8:15 to find the diner only about half full. My wife wanted to sleep in and planned to skip breakfast. During breakfast the train stopped at Raleigh, NC and departed there at 8:32, now 3 hours, 5 minutes late. The ride on the NS line between Raleigh and the junction with the former ACL at Selma, NC, seemed faster than on previous trips as I believe a signal system now has been installed. One of the conductors mentioned that there should be no further track-related delays as CSX had lifted the slowdowns.

During lunch we were running fast along the RF&P passing Fredericksburg, Quantico and the VRE commuter train stations. Soon most passengers started pointing to the Capitol and other sights of Washington. Just as some riders were getting ready to photograph the Capitol and Smithsonian, we plunged into the tunnel and arrived Union Station 2 hours, 24 minutes late at 2:25.

The "Capitol Ltd." was two tracks over in Union Station with a long train of Superliners and some head end cars on the rear. The stop here was limited to 10 minutes as the engine change is made in PHL. Soon we were underway for what should be a fast ride up the NE Corridor. Our southbound counterpart, #91, was passed just north of BAL, about 10 minutes early so it would have to wait for time there. The stop at 30th St. Station, Philadelphia consumed 55 minutes instead of the scheduled 20. For a long time nothing happened other than the unloading of some mail from the MHC. Finally the power was cut, the two diesels removed and E60 #608 backed on. (One of the nice features of the Viewliners is that the lights stay on when the power is off). After the brake test we pulled forward and cut off the RoadRailers, and finally got moving 55 minutes after the arrival. The final arrival in NYP came 3 hours, 14 minutes late at 7:04(3:50). Although we were late, we both had enjoyed the relaxing trip in good equipment and with excellent service provided by the Amtrak crew. At a total running time of about 31 ½ hours, this has been my longest train ride timewise from South Florida to New York City.

AN INTERSTATE OBSERVATION: The evening of Sep 3 I noticed on Interstate 81 two "wide movement" tractor trailer rigs moving north between Binghamton and Scranton PA. The first had what looked like a subway car with blue and white painted ends, car #215, mounted on its trucks, but no other names. Could it have been going to Canada or possibly the Elmira NY shops? The other rig, about 15mins later, had a completely wrapped car body without trucks. From its outline it could have been a body of one of NJ Transit's 200 new Comet V cars, currently being delivered by the Alstom-Hornell NY shops. Mostly likely it was bound from Baltimore to Hornell, as the bodies are being built in Brazil.—Jim Langan.

A special modified schedule will be operated on the Montclair-Boonton Line during the week of Sep 23-27, when the new Montclair Connection becomes reality. A new timetable will be issued effective Sep 30 when electric service begins, heralding Midtown Direct service to the Montclair-Boonton Line.

Only two NJ Transit timetables were re-issued effective Sep 3. The NEC has some minor changes. The North Jersey Coast Line still has *hourly* Bay Head shuttles on weekends. After Labor Day they usually return to every-other-hour.

On the Long Island RR all 10 branches plus the City Terminal Zone timetables are new effective Sep 3 through Nov 17, with the exception of the Port Jefferson, which is good only through Sep 29, after which a new timetable will be issued through Nov 17. There will be weekend busing between Smithtown and Port Jefferson during that period. The West Hempstead timetable advises of Jamaica-St Albans van to allow switch replacement at Hall interlocking. Also, this timetable plus Far Rockaway carry this advisory: Watch for special weekend track work timetable in September.

A special US Open Tennis timetable was issued effective Sep 3-8.—Bob Underwood.

●●●

The northbound *Vermonter*, due to "operational considerations", on Labor Day, Sep 2, operated as a regular weekday train 56 rather than holiday train 54, meaning that it departed from all stops Washington-Newark 5mins later than the time shown in the Aug 3 timetables for train 54.

Bombardier Transportation on Aug 30 announced that it was awarded an order for 180 electric MU commuter cars by Metro-North. M-N will use the new cars to replace its M-1 commuter fleet. The new M-7 fleet will cost $320 million.

On the occasion of the first anniversary of Sep 11, 2001, NY MTA Chairman Peter Kalikow wrote to colleagues in part: "...September 11 brought home to use the central importance and seriousness of our jobs. The MTA family helped save the lives of thousands of people during the attack and helped make it possible for millions of people to get to safety and to their homes. We were in the forefront of the sad and dangerous rescue and recovery effort. It was the skill and teamwork of our people—those on the front lines and those who carried on the daily work of the MTA in all our agencies—that made it possible for us to handle the immediate aftermath of the attacks.

"...During all the years of my involvement with the MTA, I've never stopped being amazed by its strength. On a *normal* day, it moves millions. In a crisis, it moves mountains."

The day after the NY Times ran a story (Aug 20) about Metro-North's Lost & Found Dept, an M-N customer, identified only as "Helen", reported that she had lost a bag holding her $15,000 antique diamond engagement ring and other valuables, at Poughkeepsie Station. Less than 24 hours later, Lost & Found called her to report that the bag had been retrieved—from a drop box at the station. Said Helen, in disbelief, "You don't know how happy you've made me—and you've probably saved my marriage!" Yes, transit systems perform many functions.

Metro-North reported that as of July 31 its year-to-date on-time perf was 97.9 per cent and that ridership was down by 1 million rides, to 41.2 million (close to the agency's predictions).

Lake Shore Limited is expected to get a westbound schedule change with the October timetable, to leave New York at 12:45pm, reaching Buffalo about 9pm, Cleveland 1am and Chicago 7am. Rail watchers suspect that the change probably relates to Mail & Express operations, to allow more time to switch the freight cars in Chicago. Currently the train leaves NY at 4:35pm and reaches Chicago at 10:45am.

The Washington Metro's King Street station in Alexandria VA will get an added entrance across King Street to address pedestrian safety. Locals have wanted the new entrance for some time; pedestrian traffic has increased due to business development around the station since its opening in 1983. The project will cost about $13.5 million, with $12 million coming from state bonds, $1.1 million from the feds and $275,000 from the city.

Breakthrough Technology Institute is pushing for the Washington Metro to adopt its favored "bus rapid transit" (BRT) system for the Dulles Corridor, options for which are now under study. BTI says that Metro is biased in favor of rail, and that BRT has been successful in Brazil. Opponents point to the fact that buses can become delayed by traffic congestion. Metro and state officials plan to decide by December what option to adopt. BRT is the lowest-cost option being considered.

The *Downeaster* had weekend schedules changed Sep 7 so that the last train out of Portland leaves at 7pm, 3hrs later, so visitors can spend more time in and about the Maine city. The first train out of Portland was also changed to leave at 6:30am, 25mins later. The other direction, the 6:15pm train out of Boston was changed to 7:45pm.

Amtrak will move into the new Albany/Rensselaer station on Sep 22, having reached an occupancy agreement with the Capital District Transportation Authority on Sep 4.

Southbound *Silver Meteor* stalled at Bonneau SC Aug 24 due to an engine computer problem. The air conditioning went out in very hot weather, and passengers were taken to local churches to cool off, arranged by the Red Cross. Four, of 282 aboard,were checked at a hospital.

Amtrak Acela Regional train 142 northbound at Windsor Locks CT Aug 6 struck a 38-year old woman who was lying on the tracks. The engineer made an emergency brake application and the woman ended up about ¾ of the distance under the locomotive. An unusual aspect of the story is that the woman survived with relatively minor injuries. She had a gash on her head and other injuries, and was bleeding a lot as she was removed from under the engine with the aid of a backboard. The train, with 90 passengers, heading for Springfield, was delayed over an hour.

Month of August was a difficult one for the users and operators of the *Acela Express* trains (see last issue, p. 18). The *Acela* problems involving cracks in brackets that anchor a yaw damper, a device designed to keep the power-car wheels in a stable direction, surfaced Aug 12, forcing Amtrak to first reduce *Acela* speed and then to take trains out of service for inspection and further repair.

The rest of the month was spent with Amtrak trying to get the high-speed trains back in service, substituting conventional trains for some cancelled *Acela* runs.

Amtrak said that it lost $9 million in ticket revenue in August due to cancelled *Acela Express* runs and it lost 76,000 riders. As of the week of Sep 9-13, Amtrak had 40 *Acela Express* trips running, rather than the normal 50. Amtrak had 12 *Acela* trainsets in service, compared to the usual 15.

Portland, Maine's new Multimodal Transportation Center had its ribbon-cutting ceremony on Sep 13.

Saratoga Springs NY will get a new station, replacing the present structure built in 1956. It is hoped to be ready sometime early in 2003.

MIDWEST REPORT

The Chicago Tribune reported that Chicago public transit users may not have a fare increase in 2003 because of a reallocation of funds from the Regional Transportation Authority. The RTA plans to use $29.5 million from a automated-guideway project that was cancelled and shift it to the CTA, Metra and Pace. Without the shift, riders would probably see a fare increase next year because of recession-caused income reduction. The cancelled project was in Rosemont and has been ongoing since 1993, but builder Raytheon decided to leave the transit business.

Woodward-Ankeny RR Preservation Project, or WARRP, is about saving the scenic Milwaukee Road "Hiawatha Route" from abandonment, so it can be a central Iowa tourist and freight line. The line starts on the ex-CNW RR in Ankeny IA and goes north to Slater, then west into the valley of Big Creek, continuing througn Madrid IA, across the high bridge over the Des Moines River Valley and ending in Woodward IA. The group is applying for a grant to buy the property from UP, and apparently they can accept donations. See their Web site at www.public.iastate.edu/~mendres/index.html.

Galveston TX had a train shuttle demo project Sep 1-2, with free fares. A train of Amtrak cars ran on UP from League City, between Houston & Galveston, and Galveston. Under a federal grant, such service will run again on certain holiday dates when highway congestion at the I-45 drawbridge is great.

The *Texas Eagle* got its schedule lengthened by 90mins east/northbound starting Sep 5 because of the usually late eastbound *Sunset Limited* at San Antonio.

WEST COAST REPORT

The southbound *Coast Starlight* makes a brief stop at the Chemult OR station to board passengers in the early evening on June 3, 2002. To the right is a northbound Union Pacific freight, which is in the siding while the Amtrak train finishes loading its passengers. This north-south main line was previously the Southern Pacific's Cascade Subdivision, which became part of the Union Pacific's huge system on September 12, 1996, and is now one of the UP's busiest lines. The scenery on the Cascade Sub. is some of the best in the US, with vistas of snow-capped mountains, vast expanses of Ponderosa Pine forests, numerous tunnels and a wide variety of wildlife seen for many miles from the windows of the Superliners on the *Coast Starlight*. This train departed Seattle at 9:45 this morning and was running 55mins late at Chemult, which is 430 miles south of Seattle. The *Coast Starlight* frequently arrives several hours late at its final destination, on both the southbound and the northbound runs, due to heavy freight traffic on this line, track work and other reasons. After departing Chemult, this train will travel another 959 miles before reaching its destination, Los Angeles, where it is scheduled to arrive at 9:05pm.—Alex Mayes.

Portland to Astoria by rail. The phrase jumps the juices of any train lover. But it may be a reality soon, especially since the bicentennial of the Lewis and Clark Expedition is approaching. With a $2 million grant from the FRA approved, the Oregon DOT plans to upgrade the tracks of the Portland & Western RR to allow passenger train service between the two cities. This will also stimulate economic development in the area. Jim Santee, chairman of the Sunset Empire Transportation District, told reporters that RDC cars would be used to bring travelers to Astoria, which possesses the scenic grandeurs of the Pacific Ocean and the Columbia River outlet plus the sometimes snowcapped Coast Range mountains.

While transit systems find riders complaining about cell phone use by fellow riders, BART has negotiated with AT&T to wire up four heavily-used downtown San Francisco stations—Embarcadero, Montgomery, Powell and Civic Center—so that AT&T customers can make calls on the station platforms. (On board the trains in the subway, service will be iffy.) AT&T pays BART $81,600 a year to allow this. Service is operational now.

California's High Speed Rail Bond Authorization bill, SB 1856, was passed by the state Senate Aug 30, by 82% of those voting. It had passed the Assembly earlier on a 79% vote. It now awaits the signature or non-signature of Gov. Davis.

If signed, the bond measure will go on the Nov 2003 ballot. It authorizes $9 billion for the N. Calif.-S. Calif. high-speed rail project. In addition, an additional $950 million was included, beyond the $9 billion, for conventional rail and other transportation projects.

Eighty per cent of the $950 million will provide funds for transit and rail services in L.A., San Diego, and for Caltrain, BART, S.F. Muni, Altamont Commuter Express and Sacramento RT. The state's three intercity corridors (*Capitols, San Joaquins* and *Pacific Surfliners)* would get 20% of the $950 million, with each of the three corridors getting at least 25% of the intercity share. Thus a minimum of $47.5 million would go to each of the state's three intercity corridors.

The *San Joaquins* will lose their table service after Sep 30, as an economy measure, to save $1-1.5 million per year. An over-the-counter tray meal will be offered instead.—Gene Poon.

The Portland MAX light rail system has been running the Red Line to the airport for one year now. The line debuted on Sep 10, 2001, just before the terrorist attacks. As Chris Fussell points out in his portlandtransit.org Web site, the line was the first "train to plane" operation on the West Coast.

BART changed schedules as of Sep 9, part of the preparation for its extension to the San Francisco Airport. Nearly all times were affected, though for the most part not more than 3mins different. Two major changes are that the Richmond Line trains at times other than evening hours will no longer have timed transfers at MacArthur Station. BART promised longer trains as partial compensation. The Dublin/Pleasanton Line trains will now travel to Colma. BART said this change is an "essential step for the SFO extension, and it will reduce crowding on some trains while increasing the frequency of early morning service between West Oakland and San Francisco."

A BART train heading to SF the morning of Sep 6 stopped at the West Oakland station after a man of "Middle Eastern descent" dropped to his knees and began to pray. The train was checked, but no terrorist devices were found. The operator of the following train announced all this to his passengers, and BART found him "out of line" in doing so, reported the SF Chronicle.

September 11 is the 30th anniversary of BART's opening. Evidently no celebrations were scheduled, given the date's connection with last year's terrorist activities. As of early September, the transit system's Web site, www.bart.gov, had photos of its construction progress on the SF Airport extension. An image of the South San Francisco station showed it looking almost complete on the exterior.

Eastbound *California Zephyr* that would have left Emeryville Sep 9 was annulled because of a UP freight derailment 12 miles east of Colfax CA, blocking both east- and westbound tracks. The westbd train was turned at Sparks NV and passengers bused on, so it could take the place of the annulled train, and passengers from west of Sparks were bused to it. The tracks were expected to be opened again the following day.

Nevada Supreme Court decided that Reno residents cannot vote on whether to allow a railroad trench to carry UP tracks through the town.

RAIL CANADA

Transport Minister David Collenette, who is sometimes described as a rail buff, wants to spend more money on VIA Rail, to speed up trains on the Montreal-Ottawa-Toronto triangle. He would like a train somewhat like the *Acela Express* (without its problems), not wanting to invest heavily in a TGV-type operation. He is reportedly consulting with VIA on options for increasing train speeds there. (Collenette himself frequently uses trains on the route.) One option would be simply upgrading track and signals.

But advocacy group Transport 2000 is pressing for money to be spent elsewhere on the VIA system as well, reports Canada.com, such as in reinstating the cross-Canada Canadian Pacific route, or improving the Vancouver-Seattle line, or taking over passenger service between Vancouver and Whistler BC.

BC Rail plans to abandon its service to Whistler this fall, and T-2000 argues that public transit to Whistler is a must if Canada is to win a bid for the 2010 Winter Olympics. Whistler is a ski destination. T-2000 head Harry Gow told Canada.com that "The corridor has nine-tenths of the trains right now and there are another eight provinces. Do you think western Canadians and Maritimers are really going to be pleased to see their service reduced and service in the corridor increased?"

Montreal's AMT (Agence metropolistaine de transport) revived the Mont-Saint-Hilaire commuter train Sep 3 after a 14-year absence. Service on the Montreal /Saint-Hilaire line is Mon-Fri with four daily trains from the South Shore to down-town Montreal at the morning rush hour and return at evening rush. Travel time between end points (with McMasterville, Saint-Bruno and Saint-Lambert stations as intermediates) is about 45mins. AMT offered free train rides Sep 3-6 as an introduction. Jim Langan reports that the service uses three sets of refurbished ex-GO Transit Hawker-Siddlely coaches that were long stored at Altom's shops, pulled by leased VIA F40PH-2s 6402, 6407 and 6457. The first train in each direction is to deadhead back for the fourth run.

Light rail service in Ottawa, operated by OC Transport, the local bus operator, is dubbed the "O'Train" and uses new Bombardier "Talent" DMUs. The sets are numbered C1 and C2 and operate over a 5-mile line from north of the city.—Jim Langan.

Riding the *Enterprise*, reports Jim Langan, met expectations: the ride was smooth (CN's roadbed is in good shape) and the train lays over, to kill time, between Brockville and Kingston. He reported a "great staff in both coaches and sleepers, as well as the 'Constellation' lounge car attendants. A service bar is provided for coach riders in the same car, but they have no access to the lounge section."

The lounge, called the "Constellation Lounge", is reserved for Constellation Class passengers. Each train carries three sleepers, with ten double bedrooms (six Deluxe bedrooms with private showers and four standard bedrooms) and a self-serve area, which offers a "full continental breakfast" with coffee and tea starting at 5:45am. A shower kit is provided in each bedroom. There are several security measures: the bathroom light remains permanently on; a peephole is provided in bedroom doors; a personal key card unlocks one's bedroom door; and bedrooms have fire detectors. Rooms each have a hotplate for making coffee or tea.

The *Adirondack*, train 69 (VIA 695) had the following consist at NY Aug 30: engines 704 (P32 off at Albany), 831 (P40) on at Albany; cars 1850 baggage, 44917, 21725 & 44958 coaches, 28390 longe-dinette, 21701 & 44790 coaches, DRCX 7129 Acadian Railway "Alexander Hamilton" round-end observation. The Acadian cars are added to the *Adirondack* on Tue & Fri northbd and Sun & Thurs southbd, up to 11 cars, as needed. The balance of the Acadian Railway trip after a full sightseeing day in Montreal (the train wyes and back into Montreal Centrale) is a Sunday departure on the former CPR route to St. Johns NB, with an overnight in Greenville ME. From St. Johns, various trip destinations continue by bus, cruise ships or the Cat ferry from Yarmouth NS to Portland ME, then the *Downeaster* Portland-Boston and the *Acela Express* Boston-NY. Trips can be made in either direction.—Jim Langan.

Canadian Transportation Agency on Aug 20 ruled against the Council of Canadians with Disabilities, which had asked the CTA to prevent VIA rail from further modifying or putting more Renaissance cars into service. The CTA will "eventually issue a final decision on whether the...cars present any undue obstacles to persons with disabilities." VIA has widened the door of the accessible bedroom to the minimum Canadian dimension from the slightly narrower British dimension and made other adjustments. VIA now has converted the *Enterprise* overnight train from Montreal to Toronto to the new equipment and will divert the train via Ottawa and Barrhaven new station at the October timetable change.—Harry Gow.

BC Rail plans to end passenger service Oct 31, despite objections from 18 mayors and councilors. The mayors asked for a moratorium on line closure to have time to work out ways of paying for the service. BC Rail said they would listen to a "commercially sound solution". BC Rail said it lost $4.8 million on passenger service in 2001.

Across an Imagined German Border

By Robert W. Rynerson

For a moment, the dark tunnel of German fir trees looked familiar, the view from the seat opposite the Lokfahrer offering me the best chance of spotting anything familiar at 150 km/h (93 mph). A temporary restriction for a highway overpass construction project brought the needle on the speedometer in the cab car down, down, and for a

moment we were traveling at the old Deutsche Reichsbahn crawl across the invisible border between former West and East Germany. If the geography had not been so familiar, I would have missed it.

The last time that I rode this line was in 1971, and it then took 12 minutes of methodical steaming to travel from Marienborn in Saxon-Anhalt to Helmstedt in Lower Saxony, covering the nine kilometers at an average speed of 45 km/h (just under 30 mph). Marienborn was a dot on the map that had become the border control point for the German Democratic Republic (GDR), the Soviet Zone of post-World War II Occupied Germany. And Helmstedt was the sudden border town of the Federal Republic of Germany (FRG), part of the British Zone. To Americans, this county seat town had become the home of Checkpoint Alpha, first of a tenuous trio of U.S. Military Police offices that ended at a street corner face-off in Berlin: Checkpoint Charlie.

From 1945 until 1990, Military Trains of the three Western Allies, the U.S., Britain and France, had traversed this line, operated by crews of the Deutsche Reichsbahn. East of Marienborn, Soviet Army trains shared the route. Today, the main line of the Cold War is a secondary service, but by linking regional schedules together, a traveler can retrace this path and observe the progress being made by today's Deutsche Bahn and the on-line communities that it serves.

During the summer of 1969, I had worked for the Rail Transportation Office of the U.S. Army's Berlin Brigade. In the summer of 2002 I retraced the route of the Duty Trains, as Americans called them. Berlin veterans were to be holding a reunion, but first there were some things that needed to be seen.

One Day in July - across the city

Hotel-Pension Karolinenhof is tucked away in a leafy corner of southeast Berlin in a suburban district once favored by the upscale prominents of GDR society. It is far enough from the international tourist circuit that I was forced to rely on my primitive German and friendly enough to work patiently with the handful of other American guests willing to plunge in without previous experience in Germany.

It might have been jet lag, but there was something dreamlike about coming from drought-stricken Denver to wake up in a place where the sounds of trams on a ten-minute peak headway were filtered through a lush hardwood forest. It seems that it would have been easy to remain there indefinitely, sleeping in each morning, enjoying the home-style continental breakfast downstairs and commuting four stops on the trams to Alt-Schmoeckwitz, the tiny village center, with its three-track 1892-vintage carbarn -- oh, and a rural-style restaurant, with tables offering a view of the tram terminal and its tiny feeder bus connection.

Nevertheless, all that service led somewhere, and on a Saturday morning I set out to follow the tracks and wires all the way to the Atlantic coast of the Netherlands. My entire trip from the corner down the block in Berlin to the sand dunes on the beach at Scheveningen (The Hague's transit center) was to be on electric, coordinated rail services, with the longest wait for a connection to be half an hour at lunch time, due to my own choice of the more scenic and historic rail line.

Tram 68 skirted the shore of the Dahme, which is sort of a river, sort of a lake, sort of a canal. Once, as Tram 86 in the previous numbering concept, it achieved a brief moment of glory in serving the 1936 Olympic rowing events. Now it rolled smartly through the super-elevated curves on its on-again, off-again private right-of-way carrying Saturday workers and early-bird shoppers and one American tourist on the basic twenty-minute headway around which Berlin schedules are built. Past the reviewing stands, where international prominents saw the University of Washington 8-man rowing team take a gold medal as an exception to the general German strength on the water, past the pseudo-Western dance hall and its advertisement for "Mexico Night" with Corona Bier, and on-time out of the woods and around the curve to a stop across the street from the door of the Gruenau S-Bahn station.

Lest it seem like this was a gemuetlich Shangri-La, the trees along the line had blossomed a series of yellow posters with "NEIN" in big, black letters. These expressed a community view on the threat of nearby Schoenefeld Airport. The only Berlin airport with room for expansion, the former of home of

(continued on page 22)

On the Corridor on August 19

By Jim Langan

With all Acela sets withdrawn Tues, Aug 13, followed by all the HHP-8s on Thurs Aug 15, both suffering the same problems—stainless steel "yaw" damper brackets cracked or broken—two additional Metroliner sets were scheduled to make three additional runs, 1½ round trips yesterday.

It didn't happen. The FRA approved the new damper brackets, and a trip (without passengers) ran Friday night without a hitch, Washington-Boston. With this, Amtrak put two trains back in service for the weekend for four runs to Boston. The NY Times stated they were not in the official schedule, but I saw them there Saturday on the reservation Website, www.amtrak.com. Consequently 17 runs were scheduled for yesterday Washington-NY and 13 NY-Boston, compared with a normal 32 and 18.

It's easier to say what didn't run: they were trains 2164, 2166, 2155 and 2159 Wash.-Boston and 2180, 2104, 2162, 2182, 2116, 2103, 2181, 2113, 2163 and 2115 Wash.-NY (even nos. northbound, odd southbound). Today some trains were added: 2164, 2166, 2157 and 2159. Tomorrow's additions are 2180, 2104, 2182, 2116, 2163 and 2115. They hope to have all back by Friday. There was no mention of the HHP-8s. NJ Transit and MARC each provided two electrics on a temporary basis last Friday (ALP_44s to Washington—a first!).

Otherwise this week: on Wed night Aug 14 I was caught at a crossing in Red Bank NJ at midnight after picking up my son and daughter-in-law at Kennedy Airport, off a late-arriving Air France flight from Paris, after they ended their run at Belle-Ile en Mer's annual music festival about 12 miles out in the Atlantic. Kevin even got some good pictures for me of the "Corkscrew", the local's name for the shuttle from the port of Quiberon to Auray, a double set of two-car DMUs. There they picked up the TGV from Quimper via Rennes to Le Mans (another good picture) before moving onto the high-speed line of the TGV Atlantique line to Montparnasse station in Paris. Rails are in Kevin's blood, as working summers in Amtrak reservations at NY Penn Station helped put him through two years of music college.

But I digress. The NJ Transit train holding me up at the crossing for about 15mins was a set of the brand-new Comet V coaches, apparently testing or in crew familiarization training, as there were no passengers aboard and all the cars were illuminated. They were waiting for a northbound to make the station stop and run around them to the interlocking on the west side of the Navesink River bridge. The test train's front end was already out on the bridge, so I didn't get a look at the cab car, as the train was in push mode, but I did get some close-ups of the 6200- (with rest rooms) and 6500-series coaches.

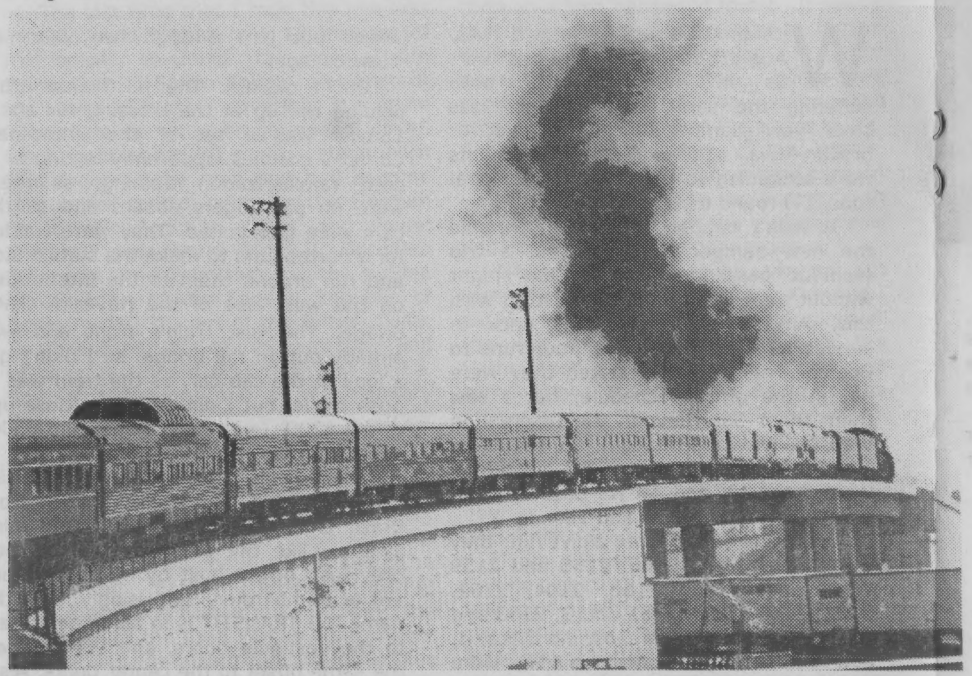
These cars are Alstom-Hornell-built, with extruded aluminum bodies from Brazil. Light reflects brightly off the shiny sides, unlike the brushed steel of their previous Comets built by Pullman-Standard or Bombardier. Surprisingly, only the name "NJ TRANSIT" is in black paint next to the vestibule doors, and the number, the same offset to the center doors. Also, there is no black painted strip around the windows, nor the three-stripe color logo that the previous Comets have. Possibly NJT will complete the painting, at least to match the colorful ALP-46s.

NJT has the noted industrial designer, Cesar Vergara under contract and he could be working on a design for all current equipment. The 46s are his work. Hopefully there will be no Capstone "blobs"!

Well, as I waited even a bit longer at the crossing, a southbound scheduled train came past, and the test train moved west, surprisingly again with an ALP-44, not a 46, pushing. None of the new engines or cars have been reported on the NEC or NJC as yet. They may be on the Dover MidTown Direct service, but that has not been confirmed. They may be waiting for the annual Hoboken Festival Sep 29 or the startup of the electrified Montclair Connection to Great Notch Sep 30.

Grand to the Canyon: Behind AT&SF Steam Locomotive 3751

By Bill Hakkarinen: Photos by the author.



The "Canyon Limited" on the Metroliink flyover at San Bernardino CA on Aug 19.

"I want my PV!" The sign being held up in the coach window by the *Coast Starlight* passenger provoked gales of laughter among those aboard observation car MKT 403 in Los Angeles Union Station on Monday, August 19. "PV" is short for "Private Varnish," a name applied to private rail cars. The sign-toting passenger had been aboard one the previous day, but now was relegated to an Amtrak coach. MKT 403 was the tail car on the 2002 National Railway Historical Society (NRHS) special convention train, *The Canyon Limited,* due to follow Amtrak out of Los Angeles en route to the convention in Williams, AZ.

The two-day trip would feature the train traversing Metrolink to San Bernardino, then the former Atcheson, Topeka & Santa Fe mainline over Cajon Pass to Needles, CA. After an overnight stop, the special would continue to Williams, AZ.

The consist of the special train included coaches, lounge cars, dome cars, and sleeping cars from various NRHS chapters and private owners. I was fortunate to have received assignment to MKT 403, a classic open-platform business car circa 1913, now privately owned, which carried the markers and an original *Super Chief* drumhead.

Shortly after the *Coast Starlight's* departure, the special was under way. Enthusiasts and curiosity-seekers lined the route to San Bernardino. The sight of the big steam locomotive, owned and operated by the San Bernardino CA Railway Historical Society, brought smiles, waves, and shouts of joy. Some homeowners had climbed onto their roofs to get a better view.

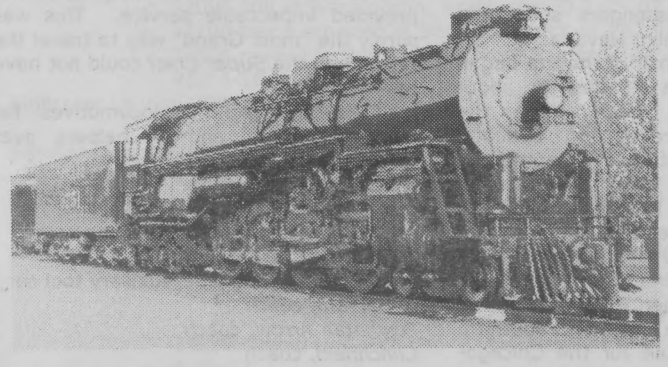
Aboard the train, the approximately 250 passengers felt as if they were back in the 1950's, or before. Authentic conductor uniforms, SP stewardess-nurse attire, and "Harvey Girl" apparel were in evidence.

The trip began under California gray skies, but the sun was out before Cajon Pass. Large crowds waited at San Bernardino as the special stopped briefly to drop the Metrolink pilot.

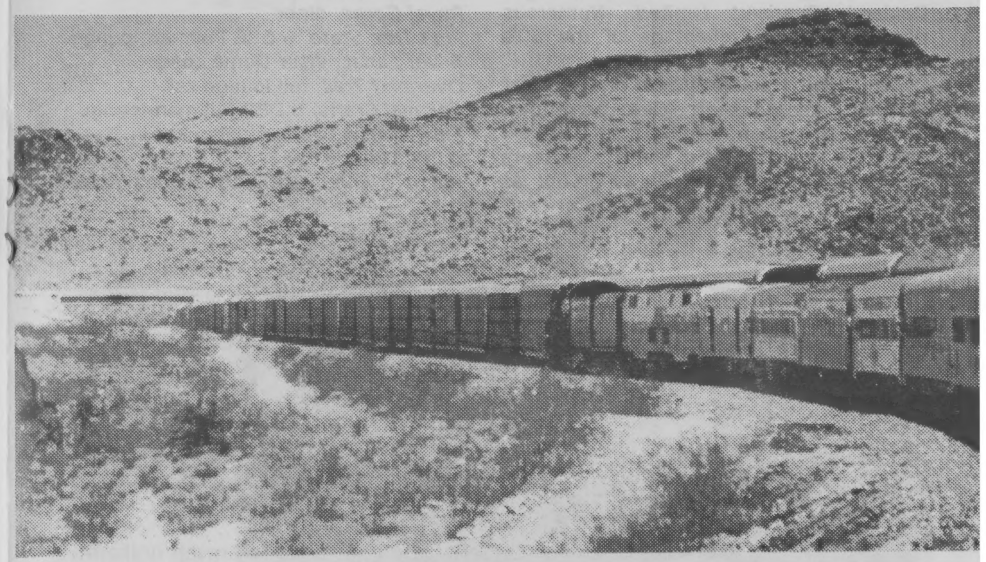
The train attacked Cajon with gusto, but a brief emergency stop ensued with a brake pipe malfunction on one of the private cars. The skilled mechanics aboard the tool car were quick to remedy the situation, however, but not before a BNSF freight seemed to come up behind "to take a look."

All passengers received a box lunch, and other refreshments were available continuously for first class passengers, and by purchase from the concession car "Royal Gorge" for coach passengers. Souvenir T-shirts and other memorabilia were available as well.

Major servicing took about an hour in Barstow, and the passengers were treated to a gorgeous desert sunset before arrival at Needles, CA. There the



AT&SF steam loco 3751 rests at the Williams AZ depot on August 21.



The special train passes a freight at Kingman AZ on Aug 20.

A big crowd watches, and photographs, as the special train approaches San Bernardino on Aug 19.

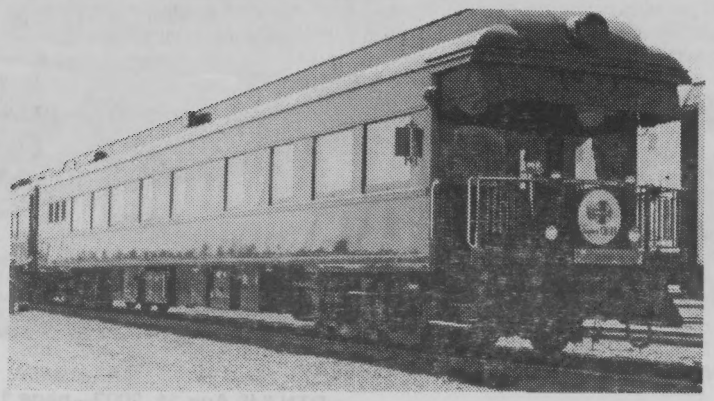
train was serviced at the East Needles shops while the passengers spent the night in nearby Laughlin, Nevada.

The second half of the trip began with departure from Needles at about 11AM, August 20. Once more the passengers were treated to beautiful desert scenery, punctuated by numerous BNSF freight trains. Water and servicing were performed at Kingman, AZ, with lubrication stops as needed.

The '50s atmosphere continued aboard the train. Haircuts were available from the train barber in the shop on "Overland Trail," a former Southern Pacific lounge car built for the Chicago-Oakland *Overland Limited*. Numerous passengers took advantage of the 50's prices!

The train provided crystal clear windows, luxurious first-class accommodations, and clean, comfortable coaches. The train crew, many of them volunteers from various California railway groups as well as the Grand Canyon Chapter, NRHS, provided impeccable service. This was surely the "most Grand" way to travel the rails. Even the *Super Chief* could not have been better.

CONSIST: (Amtrak locomotives for head-end power and as helpers over Cajon)
AT&SF 3751 and tender
Auxiliary Water Tank DLMX 4219
Amtrak P42 Locomotive #4
Amtrak P42 Locomotive #7
Pony Express, Baggage/auxiliary tool car
El Capitan, coach
Powhatan Arrow, coach
Clinchfield, coach
Royal Gorge, diner
Pine Tree State, 6 DBR Pullman-lounge
Silver Lariat, Vista-Dome coach
Overland Trail, full lounge car
Colonial Crafts, 6 DBR Pullman-lounge
Plaza Santa Fe, Turquoise Room-Pleasure Dome Lounge Car
Kitchi Gammi Club, 10 section sleeper-solarium lounge (Heavyweight)
Dover Harbor, 6 DBR Pullman buffet-lounge (Heavyweight)
Missouri-Kansas-Texas #403, Open platform observation-business car (Heavyweight)



At the rear of the train, private car "MKT 403" carried an original *Super Chief* drumhead, as seen at Needles CA on Aug 20.

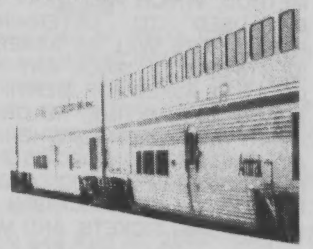
This is a revised list of the out-of-service Superliner cars that appeared in RTN 642. The cars damaged in the Aug 21, 2002 derailment of train 14, the *Coast Starlight*, near Hayward CA are listed as well at the bottom of the text.

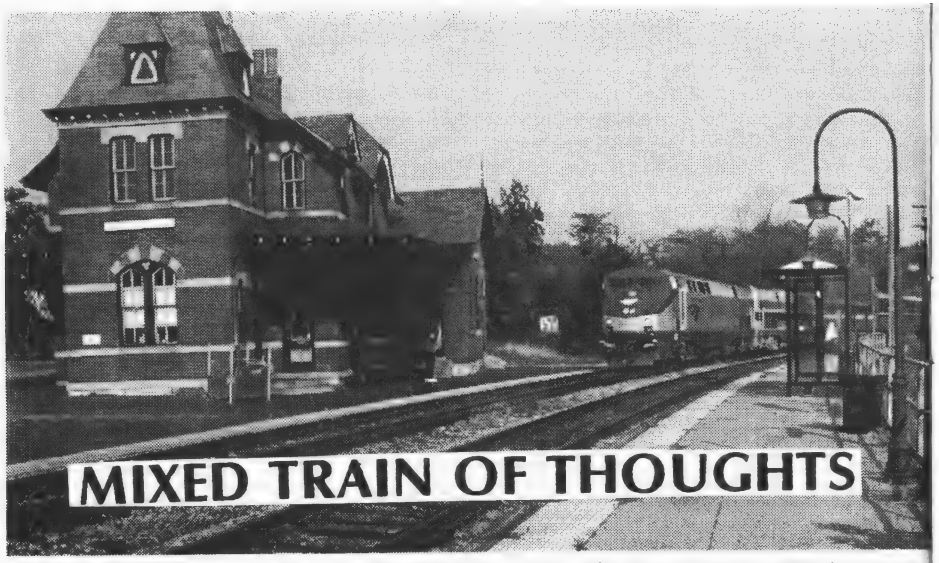
By John A. Mills

Coach-baggage	31034 (may be scrapped)
Coach-smoker	31501, 31522, 31533
Coach-smoker	31537 still at Washington DC, wreck of #30 7-29-02, may be scrapped
Sleeper	32014, 32016, 32019, 32024, 32032, 32035 (may be scrapped) 32046 still at Washington, wreck of #30 7-29-02 32053, 32061, 32065 32116 & 32090 moved to Beech Grove from Sanford 8-22-02, wreck of #52 4-18-02 32096 still at Washington, wreck of #30 7-29-02 32100 being repaired at Sanford, wreck of #52 4-18-02 32501 moved to Beech Grove from Sanford 8-22-02, wreck of #52 4-18-02
Sightseer Lounge	33015, 33017, 33034, 33036, 33046 33045 still at Washington, wreck of #30 7-29-02 may be scrapped
Smoker lounge	33100 moved to Beech Grove from Sanford 8-22-02, wreck of #52 4-18-02
Coach	34018 & 34053 still at Washington, wreck of #30 7-29-02 34035, 34036, 34040, 34051, 34107 34070 & 34071 & 34076 & 34089 may be scrapped 34120 moved to Beech Grove from Sanford, wreck of #52 4-18-02 34125 being repaired at Sanford, wreck of #52 4-18-02 34126 being repaired at Sanford, wreck of #52 4-18-02 34129 moved to Beech Grove from Sanford 8-22-02, wreck of #52 4-18-02
Snack coach	35011, also 34036 & 34051 formerly at Toronto, VIA wreck of #365 have all been moved to Beech Grove for repairs
Diner	38017, 38026, 38031, 38033, 38049, 38057, 38060 38020 to be scrapped 38023 still at Washington, wreck of #30 7-29-02, may be scrapped 38052 & 38054 being repaired at Sanford, wreck of #52 4-18-02
Transition dorm	39004, 39020, 39025, 39027, 39040, 39044 39029 moved to Beech Grove from Washington, wreck of #30 7-29-02, for annual preventive maintenance and slight wreck repair

The following cars were derailed on train 14 near Hayward CA 8-21-02 and had truck and undercarriage damage: 39023, 32112, 34105, 34101. Other cars in the train that may or may not require shopping were 32081, 32076, 39973, 38056, 33027, 34114, 34510, 34106. This derailment further reduces the number of Superliners available for daily operations. Cars in this derailment were not included in the above summary.

Superliners	I	II	Total
Coach	16	5	21
Lounge	3	4	7
Diner	6	5	11
Sleeper	11	5	16
Transition dorm		7	7
Totals	36	26	62





MIXED TRAIN OF THOUGHTS

The *Capitol Limited*, train 29, approaches the historic Point of Rocks MD station at 5pm on Aug 13, 2002. The train includes two private cars bound for the NRHS convention. Aboard is author Bill Hakkarinen, whose trip report appears in this issue. Photo by Barbara Park.

Apparently, Amtrak's contribution to national security around Sep 11, 2002, the anniversary of the terrorist attacks, is this edict regarding passenger identification:

========== NEW PASSENGER IDENTIFICATION POLICY EFFECTIVE TUESDAY, SEPTEMBER 10, THE FOLLOWING CHANGES WILL BE MADE TO THE AMTRAK PASSENGER IDENTIFICATION POLICY.

1. A PROVISION HAS BEEN MADE FOR PASSENGERS TO PICK UP TICKETS FOR THEMSELVES AND FOR OTHER PERSONS AT THE SAME TIME WHEN SOME OR ALL OF THE OTHER PASSENGERS ARE NOT PRESENT.

2. ALL PASSENGERS WILL BE SUBJECT TO RANDOM IDENTIFICATION CHECKS ON BOARD TRAINS. THIS IS IN ADDITION TO THE IDENTIFICATION CHECK MADE AT THE TIME OF TICKET PURCHASE. AN UNBIASED METHOD, WHICH WILL VARY DAILY, WILL BE USED TO DETERMINE WHICH PASSENGERS WILL BE ASKED FOR THIS IDENTIFICATION. SINCE ANY PASSENGER COULD BE ASKED FOR IDENTIFICATION ON BOARD AT ANY TIME, HE OR SHE MUST CARRY IT AT ALL TIMES WHEN TRAVELING. ALL PASSENGERS AGED 18 THROUGH 64 MUST PRESENT VALID AND CURRENT PHOTO IDENTIFICATION WHEN PURCHASING TICKETS, AND MUST CARRY THIS IDENTIFICATION WITH THEM WHEN ON BOARD THE TRAIN. PASSENGERS UNDER 18 WHO DO NOT HAVE SUCH PHOTO IDENTIFICATION MUST HAVE AN ADULT 18 OR OVER PURCHASE THEIR TICKETS; THIS ADULT MUST SHOW ID, AS ABOVE. PASSENGERS 65 AND OVER NEED NOT DISPLAY ID UNLESS SUCH ID IS REQUIRED TO PROVE ELIGIBILITY FOR A DISCOUNTED FARE. THE PHOTO ON THE IDENTIFICATION MUST MATCH THE PASSENGER, AND THE NAME ON THE IDENTIFICATION MUST MATCH THE NAME IN THE RESERVATION AND ON THE TICKET. IF NOT, OR IF THE PASSENGER DOES NOT HAVE REQUIRED IDENTIFICATION AS SPECIFIED ABOVE, HE OR SHE MAY NOT BE SOLD A TICKET. VALID PHOTO IDENTIFICATION THE FOLLOWING FORMS OF PHOTO IDENTIFICATION ARE ACCEPTED BY AMTRAK. FOR PASSENGERS UNDER 65, THIS IDENTIFICATION MUST BE CURRENT: - FEDERAL OR STATE DRIVER'S LICENSE - STATE ISSUED NON-DRIVER IDENTIFICATION - PASSPORT - GOVERNMENT ID - MILITARY ID - STUDENT ID - CANADIAN FEDERAL OR PROVINCIAL IDENTIFICATION (INCLUDING PROVINCIAL HEALTH CARDS THAT BEAR A PHOTO) - MEXICAN GOVERNMENT-ISSUED IDENTIFICATION - AMTRAK PHOTO EMPLOYEE ID/FLASH PASS (AMTRAK EMPLOYEES AND DEPENDENTS ON PERSONAL OR BUSINESS TRAVEL) - MUST ALSO HAVE ONE OF THE OTHER FORMS OF ID SHOWN ABOVE. FAMILY MEMBERS AND SMALL GROUPS. A PASSENGER PURCHASING TICKETS FOR OTHER FAMILY MEMBERS OR FOR OTHERS IN A SMALL GROUP IS REQUIRED TO PRESENT HIS OR HER OWN VALID PHOTO IDENTIFICATION. - ISSUE TICKETS FOR ALL MEMBERS OF THE PARTY. - FOR EACH PASSENGER NOT PRESENT AT THE TIME OF TICKETING, IN THE CLEAR AREA ACROSS THE TOP CENTER OF THE TICKET, STAMP IN BLACK INK "ID REQUIRED ON-BOARD TRAIN". STAMPS HAVE BEEN DISTRIBUTED TO STATIONS FOR THIS PURPOSE. IF YOU DO NOT HAVE A STAMP YET, WRITE IN BLACK OR BLUE INK, IN CLEAR, CAPITAL BLOCK LETTERS, THE PHRASE "ID REQD ON BRD TRN". DO NOT OBSCURE ANY OTHER DATA ON THE TICKET. - PASSENGERS WITH TICKETS BEARING THIS STAMP OR ENDORSEMENT MUST PRESENT VALID PHOTO IDENTIFICATION TO THE CONDUCTOR ON BOARD THE TRAIN OR THEY WILL NOT BE PERMITTED TO TRAVEL. THE IDENTIFICATION MUST MATCH THE NAME ON THE TICKET AND THE PHOTO MUST MATCH THE PASSENGER. AT SOME STATIONS THIS MAY BE REQUIRED BEFORE BOARDING. GROUPS - 20 OR MORE PASSENGERS TRAVELING TOGETHER PASSENGERS TRAVELLING AS PART OF A GROUP ON ONE TICKET MUST EACH PRESENT VALID PHOTO IDENTIFICATION. CUSTOMER SERVICES REPRESENTATIVES OR CONDUCTORS WILL MATCH EACH NAME AGAINST THE NAME LIST IN THE GROUP PNR OR ON THE TRAIN MANIFEST. RESTRICTED AREAS ONLY TICKETED PASSENGERS WITH VALID PHOTO IDENTIFICATION ARE ALLOWED ON TRAIN PLATFORMS OR ON STAIRS, ELEVATORS, ESCALATORS OR HALLWAYS TO DEPARTING AREAS. EXCEPTIONS MAY BE MADE FOR ADULTS IN CHARGE OF UNACCOMPANIED CHILDREN IF YOU ACCOMPANY SUCH AN ADULT. (ASK FOR ID FROM THE ADULT.) SUCH ADULTS MAY GO WITH THE CHILD TO THE TRAIN AND MEET THE TRAIN UPON ARRIVAL. ENFORCEMENT NOTIFY THE AMTRAK POLICE NATIONAL COMMUNICATIONS CENTER IN THE EVENT OF A DISPUTE OR AN INTENTIONAL VIOLATION OF THIS POLICY. THE RESPONDING OFFICER WILL CONDUCT AN INQUIRY TO DETERMINE THE TRUE IDENTITY OF THE PASSENGER AND DETERMINE HOW THE PASSENGER OBTAINED THE TICKET AND TAKE APPROPRIATE ACTION DEPENDING ON THE NATURE OF THE SITUATION. COMPLIANCE AND AUDITING CUSTOMER SERVICE AND CREW BASE MANAGERS WILL ENSURE THAT THESE POLICIES ARE ENFORCED BY EMPLOYEE SUPERVISION AND BY TICKET AUDIT. -source: AMTRAK

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Sep 11 anniversary: Amtrak made plans to mark the anniversary of the 2001 terrorist attacks with several special remembrances across the country:

A moment of silence: Amtrak employees were to observe a moment of silence at 8:46am EDT, the time of the attack on the first World Trade Center tower. Also, Amtrak conductors on board trains were to make an announcement inviting passengers to join in this moment of silence. Amtrak engineers would sound their horns one moment before the 8:46am moment of silence. Employees were encouraged to wear American flag pins or red, white and blue ribbons on lapels.

Station memorials: Major stations in the US would honor those lives lost with memorials of flags and flowers the week of Sep 9-14. Stations planning memorials included Washington, Philadelphia 30th St, NY Penn Station, Boston South Station, Chicago and L.A. Union Station.

NY Penn Station: A special Remembrance Day event was scheduled Sep 11 8-9:30am in the rotunda. Amtrak, NJ Transit and LIRR reps would attend, and included would be performances by the Amtrak Police Dept Pipes and Drums and the Claremont Strings; also a wreath-laying ceremony.

The sculpture, "September 12" will be on display on the station. Spearheaded by an Amtrak employee who volunteered his time at Ground Zero, the memorial is an enduring testimony to the spirit and dedication of those who lost their lives on Sep 11. It stands 15 feet tall and includes photos taken at the scene, twisted steel beams and a dented rescue worker's hard hat. About 40 Amtrak people donated their time and creativity, putting more than 600 man hours into the design and building of the memorial. It will be on display there through the end of September.

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The story line of HBO's popular TV program "Sex and the City" on Sep 8 had two women travel from NY to San Francisco by train rather than plane because one of them didn't like "the National Guard going through my makeup kit." The trip was Spartan and dull and the people unfriendly. The train was not iden-

tified as Amtrak and bore no relation to it, looking more like late-1960s Southern Pacific. However, it seemed to have in stock any alcoholic beverage one could name. The pair returned by American Airlines.

Northbound *Coast Starlight*, train 14 of Aug 21, derailed in Hayward CA, between San Jose and Oakland, near Baumberg Avenue and Industrial Blvd at about 10:10pm on Aug 21. The train struck a 40-inch drawbar dropped from a freight train. It was not immediately known how the drawbar had fallen from another train without being noticed. The *Starlight* was traveling at 65mph in a 79mph zone.

Seven people reported minor injuries. The train carried 287 passengers and 21 crew members. The consist of the derailed train was: engines Caltrans 2011, Amtrak 133 & 113; cars 1701 bag, 39023 transition dorm, 32112, 32081 & 32076 sleepers, 39973 Hi-level Pacific Parlour car, 38056 diner, 33027 lounge, 34114, 34510, 34105, 34101 & 34106 coaches.

The locomotives were undamaged, (though one derailed) while 5 or 6 (reports differed) cars derailed. Probably the most heavily damaged cars were 39023, 32112 & 34105. Less seriously damaged, and sent to L.A. in a hospital train, were 32076, 38056, 33027 34510 & 34101. The rest were returned to service. The most seriously damaged was 39023, with a buckled floor. The wreck causes further problems for Amtrak in fielding enough equipment for its trains.

Amtrak turned train 11 of Aug 21 to become a late substitute for the derailed train, and passengers were bused to it, while passengers from train 11 were bused on or place on *San Joaquins*. The accident happened on UP's Mulford Line, sos that the Hayward Line, used by the *Capitol Corridor* trains, was unaffected.—Gene Poon & other sources.

A messy derailment was created by a UP freight train 12 miles east of Colfax CA at about 11pm Sep 8, with 21 cars derailing and piling up like dominos. Both tracks were blocked, so Amtrak annulled train 6 out of Emeryville Sep 9, while the westbound *California Zephyr* counterpart was turned at Sparks NV and passengers bused on.

The *Capitol Limited* derailment of July 29, reported in RTN 647, at Kensington MD, was the subject of an NTSB report Aug 22, which said that CSX mistakenly lifted a 25mph speed limit on the area of track that had been temporarily retamped. Thus 60mph was allowed when trains should have been limited to 25. The NTSB said it was too early to tell if this mistake was a factor in the derailment, which injured about 100 people.

At Labor Day weekend this year, various news media reported that airline travel was down. In the San Francisco area, a TV report said that driving was not expected to be greater than usual, despite slightly lower gas prices, that air travel was down sharply, and that Amtrak and intercity bus travel were up by over 20%.

The Northeast Corridor will be seeing more Amfleet cars painted in the "Phase IV" color scheme that first came out in 1995. This had a blue window band and red pinstriping within a white band at the top. The slightly different version apparently in favor in the Gunn administration uses a bit different shade of blue and has a reflective red safety stripe at the bottom edge of the carbody. The Amtrak current "three sheets to the wind" logo appears, and small car numbers are in the blue window band. The "Acela" name is not seen anywhere.—Gene Poon.

Senator Joseph Biden was quoted in the Washington Post Sep 8 defending Amtrak, saying that the government has not kept its commitment to Amtrak: "They were promised $1.2 billion a year and we've been giving them only $520 million." He said that if Amtrak shut down, "all of the Northeast would come to a screeching halt, including commuter rail" and "seven more lanes would be needed on Route 95 at the cost of billions of dollars."

Time Magazine columnist Lance Morrow said (Aug 19) in "Why Rail Travel Is the Future" "The answer to the nation's transportation problems clearly lies neither in an expansion of aviation nor in putting more cars on additional highways. My choice would be the oldest mode of the three: rail." He added that "The 21st century paradox is that it is not railroads that are old-fashioned and retrograde but rather those essentially inefficient flying machines."

Senators John McCain and Jon Kyl reportedly failed to request federal money for the planned light rail system in their state of Arizona, so it has not been included in current legislation. The system has been planned for four years, and $37 million spent on it to date.

An Indian train, the *Rajdhani Express*, running from Calcutta to New Delhi, derailed after a suspected act of sabotage to the tracks, on the night of Sep 9, killing over 100 people. The wreck occurred on a bridge at Gaya.

Congress returned from a summer recess shortly after Labor Day. The critical thing for Amtrak is that the House Transportation Appropriations Subcommittee must introduce its version of the 2003 transportation funding bill. The Senate's version has the $1.2 billion that Amtrak requested. NARP fears that the House will go along with the $521 million for Amtrak that the Administration favors, and that at a House-Senate conference committee meeting the figure approved might be a compromise between the two funding levels. Such an event, NARP said, "would cause another Amtrak cash crisis sometime in the new fiscal year." Another threat is that a bill might not be ready by Sep 30, the fiscal-year end, so that a continuing resolution would be adopted, and Amtrak would be temporarily funded at the $521 million (current) level. Said NARP, "A 'lame duck' session of Congress would have to move rapidly to avoid inflicting yet another cash crisis on Amtrak."

The northbound *Vermonter* hit an 18-wheel tractor-trailer that pulled onto the tracks at Sharon VT on Sep 11. The truck driver escaped with injuries, and the three-car train derailed. The train had 8 passengers and 5 crew and was 30mins out of White River Junction. Passengers sought escape from the light rain at a local farmhouse. With the New England Central tracks and more Amtrak equipment out of commission, Amtrak annulled the next day's train. The *Vermonter* has been suffering from low patronage recently.

The Amtrak order about passenger identification reported on pp. 16-17 was postponed or rescinded before it was put into effect. Amtrak said the plan was "announced prematurely and is still under consideration."

NEWS IN THIS ISSUE IS UPDATED THROUGH SEPTEMBER 15, 2002. Contributors to this issue not otherwise identified include Robert Abraham, Ted Blishak, Alan Feinstein, Gene Poon, David Ribbe, Ray Saunders, Barry Steinberg, Ed Von Nordeck and Walter Zullig.

Amtrak placed temporary restrictions on parcel and baggage checking at NY's Penn Station shortly before the Sep 11 anniversary—no parcel checking at all, and baggage checking only with a valid ticket for same-day travel.

Congress met in New York on Sep 6, at Federal Hall, in a largely ceremonial session. Most of the approximately 300 members who attended rode a special Amtrak train from Washington to NY for the meeting. It was only the second time that a joint session of Congress was held outside Washington. Vice-President Cheney presided, but he flew in and out.

Amtrak is holding a Rail Sale on its Web site, www.amtrak.com, for travel from late September to just before Thanksgiving. Discounts are up to 90%! The low fares are available only online.

New York Subway lines starting Sep 15 once again serve three of the four stations that were closed since the World Trade Center attack of Sep 11, 2001. The restored service was announced Sep 4 by Mayor Bloomberg and Gov. Pataki. The latter also announced that a new Web site, www.lowermanhattan.info, will appear, with transit schedules and other features.

John F. Tucker III in mid-Sep was appointed Chief of Operations Planning at Amtrak. All Amtrak train scheduling will be under his jurisdiction.

NEWS BRIEFS

Things are getting off to a slow start on car repairs at Beech Grove, say those who check the place out in Sep: no major repairs going on yet, mostly inventorying cars and parts..... The Boston MBTA will add four stops on the Fairmount commuter rail line in Dorchester & Mattapan between South Station & Hyde Park..

First rebuilt Turboliner had a test run NY-Rensselaer Aug 27; it was successful..

Rumor: That Kansas Gov. Bill Graves, set to head the American Trucking Association, will be asked by Pres. Bush to be DOT Secretary...

Logo change coming? Amtrak President David Gunn reportedly is not fond of the current "three sheets to the wind" Amtrak logo, preferring the former "pointless arrow" design. Photographer Bill Hakkarinen recently snapped an Amtrak locomotive painted in the most recent "three sheets" logo design, but with an added small "pointless arrow" on its nose. The photo is on RTN's Web site, at www.railtravelnews.com; click on What's New and then "Sep. 10" to view it.

Pittsfield MA is getting a new intermodal station, across the tracks from the present shelter on Depot Street. Groundbreaking was Aug 26. Besides Amtrak, the station will serve intercity and local buses and taxis. There will be some food service and a police office. Completion is scheduled for November. Pittsfield's old Union Station was torn down in 1968.

RAIL FANTRIPS

Sep 18-22: British Columbia Rail Tour. "Farewell to the Rail Diesel Car." Fly to Seattle, ferry to Victoria; Malahat Daylinder, BC Rail Cariboo Prospector, etc. $1395 up. Amer Assn Railroaders, 4351 Holly Hills Blvd, St Louis 63116. 315-752-3148.

Sep 21&22: All Aboard Days: Reinventing the Wheel. Look at FRA research car. 10 am-5pm. B&O RR Museum, 901 West Pratt St, Baltimore MD 21223. 410-752-2490. www.borail.org. 175th anniversary of railroading in America.

Oct 19: Fall foliage excursion Dorsey MARC commuter rail station to Frederick MD. Original B&O lines. 8:30am-6pm. $50, $35 kids. B&O Railroad Museum, 901 W. Pratt St, Baltimore MD 21223. Phone 410-752-2490. www.borail.org.

Oct 18-20: Fall in Red Wing, Minnesota. Empire Bldr Chicago-Red Wing, 2 nights St. James Hotel (1875). Restaurants, shopping, museums, casino, more. Very limited. $349 up. 20th Century RR Club, 329 W 18th St #902, Chicago IL 60616.

Nov 9: 1st Annual Railfan Weekend, Gettysburg Scenic Rwy. 50-mile round trip, with stops at Biglerville & Gardners, photo runby. Ex-Gettysburg & Harrisburg rails. 10am, 106 N Washington St, Gettysburg PA. 717-334-6932. $65 till 9/30.

Send large SASE to addresses. One listing in RTN is free. It must give specific dates of operation. Write: Rail Travel News, Box 9007, Berkeley CA 94709 or e-mail to rtn@trainweb.com.

QUOTES OF THE WEEK***

"No fiction about Amtrak bedevils [Amtrak President] Gunn more than the belief that the railroad could prosper if it only shed its money-losing long-distance trains. Politics alone would derail this notion, as Gun underscored when he said with incredulity, 'So I'm going to go over to the Hill and say to them I need $1.2 billion, plus I'm going to take away all your service.' But more than that, the numbers don't add up to salvation. Long-haul service does lose $300 million a year, but because of generous labor protections in the Amtrak legislation, most of that money would initially need to be spent whether the trains operated or not. Gunn estimates that scrapping the national route system would save a paltry $18 million in the first year."

—Columnist Walter Shapiro in USA Today, Aug 30.

SLIP OF THE MONTH CLUB***

"The train, carrying 20 passengers and 4 crew members, was traveling from Bellingham to Seattle when it collided with the truck, crushing the vehicle's cab. Emergency workers cut through the cab's roof to rescue the driver, Everett Police spokesman Boyd Bryant said.

"Bryant said the train's conductor sounded a horn as the Amtrak entered the intersection, which does not have a crossing guard."

—The Herald, Everett WA, Sep 5.

(What was the engineer doing all this time, and exactly what kind of horn was it?)

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CARS & CONSISTS

***Enterprise,** VIA Rail train 51, Montreal Aug 30: engine 6426 (F40PH-2); cars Renaissance set #3: 7204 & 7210 coaches, 7306 coach service food-bar/"Constellation [First] Class s.c. 12 Bar-lounge/Manager's Office Bdrm/checked bag room/ handicap room, 7506, 7509 & 7514 "Constellation Class 6 deluxe room (shower), 4 standard room sleepers. (Each sleeping room has a single upper and lower bed horizontal in the car.)

***VIA Corridor train** 642, Toronto ON Aug 31: engine 6402 (F40PH-2); cars 3470 VIA I coach/galley, 3334, 3460, 3345, 3360 & 3340 LRC coaches. Same, train 683: engine 910 (P42DC); cars 3464 VIA I coach/galley, 3326, 3332, 3333, 3366 LRC coaches. This train ran coupled to train 668 en route to Montreal and split at Brockville, with 648 en route to Ottawa. No. 668 had an F40PH-2 and HEP II coaches (LRC interiors) with 4009 on the rear. Full consist not available.

***Maple Leaf**, Amtrak train 64/VIA train 97, Toronto ON Aug 31: engines CSX 2762 & 2804 (GP38-2s), Atk 823 (P40); cars 20909 coach/dinette, 44658, 44145, 21196, 21633 & 21650 coaches, private car "Dagny Taggart" lettered "W. Texas & Buffalo Steamship & Rail"-Atk 800064 round-end observation (ex-NYC "Singing Brook").

***Three Rivers,** train 41, Newark NJ Aug 26: engine 602 (E-60); cars 25104, 25041 & 21071 Amfleet II coaches, 20251 Amfleet I split/dinette, 62001 "Atlantic View" sleeper, 1162 bag, 1519 & 1518 MHCs.

***Crescent**, train 19, Newark NJ Aug 26: engine 608 (E-60); cars 1411 MHC, 1710 bag, 2523 (ex-"Pine Lodge") crew/dorm, 62004 "Beach View", 62037 "South View" sleepers, 8519 diner, 28000 "Miami Club" smoker-dinette, 25085, 25121, 25114 & 25117 coaches, 1554 MHC. Same, train 20: engine 601 (E-60); cars 1163 & 1132 bag, 2502 ("Pacific View") crew/dorm, 62016 "Lake View" sleeper, 8502 diner, 28024 "Philadelphia Club" smoker/dinette, 25076, 25101, 25045, 25093, & 25078 coaches, 62011 "Gulf View", 1521 MHC (last 3 cars on at Atlanta).—Jim Langan.

***Downeaster**, train 681/684, Aug 19 (north to south): engine 824 (P40); cars 44728, 44789, 44837, 44790, café 48123 "cabbage car" 90220. Business class was in the south end of the café. Train 681 ar Portland 3mins late, 684 arrived Boston 5mins early.—Robert Underwood.

***Coast Starlight**, train 11, San Luis Obispo CA Aug 24: engines 112 & 81; cars 43040 & 44218 Amfleet (deadheading?), 1717 bag, 39024 transition dorm, 32106, 32095 & 32082 sleepers, 39974 Hi-level "Pacific Parlour", 38042 diner, 33048 lounge, 34032, 34512, 34034. 34012 & 34102 coaches.

***Pacific Surfliner**, train 775, San Luis Obispo Aug 24: cab car 6907, cars 6404, 6452 "Mission Beach", 6409, 6302, 6806, engine 463.

BOOK & VIDEO REVIEWS

Here's a video that all passenger train lovers should snap up while it's available; in fact, buy some as gifts for your friends. They will love you for it.

The video is "Super Chief: Speed, Style, Service", described as the story of one of America's premier passenger trains. It has just been released, and is available through Herron Rail Video, 2016 N. Village Avenue, Tampa FL 33612. The cost is $24.95 plus $5 p&h.

The video is hosted by TV celebrity Michael Gross. It tells the story of the "Train of the Stars" in the words of 28 individuals, from the retired President of Santa Fe to current Amtrak employees.

It was produced by Richard W. Luckin as a joint venture with WJCT Public TV of Jacksonville FL and has recently won two "Telly" awards for excellence.

It's almost an hour of delight, with vintage train film from inside and out, and with numerous competing streamliners shown. A video not to be missed.

Across an Imagined German Border (continued from page 10)

Interflug, Aeroflot, Malev and other East European airlines, has been targeted to become the international-style airport that the restored German capital lacks.

Farmers were still setting up stands for fresh tomatoes and other produce from Berlin's rural hinterlands when I reached the front of the short line at the ticket window. Although the S-Bahn is a subsidiary of Deutsche Bahn, the clerk here could not sell an international ticket. To my surprise, recalling the dour Reichsbahn officials of 1970, he was genuinely apologetic that he could not do so, and suggested a couple of good alternatives.

Up the stairs I headed, with my tram fare being honored on the connecting S-Bahn now, unlike in 1970. For readers who have not used the Berlin or Hamburg S-Bahn third-rail networks, there is one close North American equivalent: Metra Electric in Chicago, formerly the Illinois Central Electric. Aside from technical difference in how power is collected, the systems are so alike that many times it would occur to me that they were developed over the same time frame in cities with big German populations. In many ways, remove the government aspect, and Berlin might be understood by North Americans as the Chicago of Europe.

The Bahn computer itinerary planning software said in German and English to take the S-Bahn from Gruenau to central Berlin, then catch my Regional train to Magdeburg. My heart told me otherwise. By fiddling with the inputs, the Internet program confessed that I could travel via the south side of the once-famous and now restored Berliner Ring, and then via the route of our former U.S. Army trains. Running 20 minutes ahead of the split-second print-out itinerary that showed my streetcar times and each connection to my Dutch destination, I could pause at the last Berlin station on the S-Bahn and buy an international ticket.

The S-Bahn was off-limits to Allied military personnel in 1970, due to its management, which was controlled from East Berlin. Railway police had an unsavory reputation and some of the stories about kidnappings into East Berlin on the citywide system were true. Now in 2002, I could relax and stretch my legs out in the lightly-loaded Saturday morning train, and watch the redeveloping city unroll beneath or above the series of fills, viaducts, cuts and other interesting elevation changes taken on the crosstown ride. The scheduled two-minute connection at Schoeneberg worked with "punktlichkeit."

Down the street from the two-level station, John F. Kennedy at the Schoeneberg City Hall had proclaimed that he was a Berliner. Mentioning his memorable "Ich bin ein Berliner" is a handy device for separating language snobs from real Berliners. Clever writers like to point out that in proper German, Kennedy was saying "I am a jelly doughnut." The genuine Berliner, however, knew exactly what he was saying, and that formulation would click with the older generations when they would ask how I knew the city.

On my way out of former East to former West, the Wall was not only gone, but required effort to place geographically. Passengers on and off the cross-town line include a younger generation that barely remembers the division of the city and dozens of immigrants who are not clear as to what the Cold War was. School groups troop through museums to see terrors that we took as everyday life - and some days death – in divided Berlin.

More than any other form of transportation, the seemingly indestructible S-Bahn embodies the story of modern Berlin, with all its ups and downs. In the original "Berlin Alexanderplatz" (1931 film), it symbolized the restless pace of the big city. In World War II, its lines were targeted by the Allies. The U.S. Army Corps of Engineers reprinted a standard customer schematic map of the S-Bahn lines for the Royal Air Force and classified it "Restricted" (British equivalent of "Confidential"). In the last days of the war, trains were still running, albeit with steam engines pulling electric multiple-unit cars during power failures. In the Cold War, it was the last service split by the Wall, never completely losing its east-west links at one station in the center of the old city.

Its Cold War stories were countless--not only the kidnappings or beatings by railway police, but the shooting of railroad workers striking to be paid in West German currency in West Berlin, accompanied by the importation of strikebreakers from East Germany. Henry Ford would have been proud of the Communist Reichsbahn's approach to labor relations. Western military planners kept a wary eye on the S-Bahn, which could have been used to put thousands of GDR Peoples Army soldiers on the streets of West Berlin in minutes. During my time in Berlin, negotiation led to some family travel being permitted, and the Friedrichstrasse S-Bahn station in Berlin-Mitte became known as the "Station of Tears" where bitter-sweet farewells between divided families were witnessed.

When I lived in Berlin, aging trains caught fire, another crashed into a preceding train when an operator at one of the manual interlocking towers made an error or the train operator missed the signal. A customer needed to be a bit of a lawyer. One station on a West Berlin line was actually in East Berlin-- the Wall wrapped around the back side of the station, but customers had legally entered the Soviet Sector when they walked in off the sidewalk. At another stretch, trains of the West S-Bahn network ran on two tracks of a four-track main, while trains of the East network passed them on the other two tracks. The wire boundary ran down the middle of the rail right-of-way. Then in 1989, when the Wall came down, the S-Bahn struggled to carry thousands of new customers on its shriveled network.

Now, on my way west, signs of reconstruction were everywhere. Stations that had not seen work since the early 1930's were getting all kinds of improvements. New rolling stock replaced all but one series (477/877 motor-trailer sets) of pre-WWII equipment. And on the streets, new businesses had appeared, including the Neukoelln Wal-Mart.

At Lichterfelde-West, I caught a glimpse of the former U.S. Rail Transportation Office. The once pristine white stucco building was now covered with ugly graffiti, not an uncommon problem in Germany. Our former freight yard adjacent, and the passenger track, were now used by an intermodal container service linking Berlin with Spain.

As back then, my S-Bahn train was picking up beachgoers, heading for Berlin's lakeshore recreation areas. It was not as crowded on this train now as then, and jammed parking areas at the beaches explained why. Increased auto ownership shows itself in many ways, and more than one Berliner explains that he needs a car so he can drive out to the country and get away from the traffic.

At the Wannsee on time, I hurried to the main line ticket counter. Here it was no problem using my credit card to buy a ticket to Leiden, Netherlands, with the understanding that I could travel via Magdeburg.

One Day in July - Brandenburg Concerto

Through Berlin-Wannsee, which was the operating base and western terminal of the West S-Bahn during decades of division, Regional Bahn route R1 carried suburban passengers out into what was the Soviet Zone of Germany on each side of the city. Booming suburban growth boosted this part of the rail network, and my 10:12 a.m. Saturday outbound train carried standees.

One hazard of piecing together travel on Regional trains in Germany is the lack of luggage space. Long-haul passengers have not gotten the word that marketing experts think they no longer exist off of the extra-fare, high-speed ICE network. Especially on weekends, regional trains carry customers who are expected to ride Greyhound in the U.S., and luggage was piled in aisles. My carry-on bag that fits under airline seats and in intercity bus baggage racks would not fit in the overhead hat rack in the Bombardier-built double-deckers.

Through the courtesy of an older West Berlin couple and their friend, I was able to get myself and my bags out of the aisle. In our brief conversation, I again experienced the passing sensation of being something of a celebrity to them, a phenomenon that is hard to describe when the younger two-thirds of the population regards returning GI's as ordinary tourists, neither good nor bad. They were genuinely pleased to have the opportunity to have done something for me, and that in turn was touching.

At Potsdam, enough passengers alighted to provide seats for the residual baggage from the aisles, and from there west into the Mark of Brandenburg the situation was more civilized. At the city

of Brandenburg, it dawned on me that the electronic chimes signaling station stop announcements were playing a Brandenburg Concerto. As a music store clerk in Kassel said to me earlier on my visit there, "Kuehlste!" ("Coolest!")

Brandenburg had an outstandingly filthy steel mill in my time, belching brownish red smoke day and night; now the German government struggles to develop replacement jobs for the horrible, inefficient industries of the East. And the sunsets over Brandenburg are nowhere near as colorful now as they were on the French Train Militaire (through run Berlin -Strasburg) in 1971.

At Kirchmoser, 43 km (22 mi) and 26 minutes west of Potsdam, we are finally enveloped completely by the Markish green landscape. This is countryside that in a more comfortable coach seat would induce relaxation in a few minutes: small towns, lush greenery, truck gardens, a region that was spared much of the physical destruction of World War II, then was cut off from its big city neighbors by the Wall and the long way around it on diesel and steam-powered suburban trains of the Outer Ring line to East Berlin. In 1969, I noted that a "Berliner Morgenpost" advertisement was fading away on the wall of a building in one of these towns. Apparently Berlin was such an influence on these people that it had not occurred to the authorities to paint out this reminder of the aggressively anti-Communist Springer newspaper empire.

As we continued along the route of the former Military Trains, running approximately on the time slot of "The Berliner" as operated Berlin-Braunschweig for the Royal Corps of Transport, I struck up a conversation with my neighbor across the narrow aisle. He was a neatly-attired Ukrainian who had served in the Soviet Army, now in Germany on vacation with his wife and daughter. Their tank-topped son-in-law seemed bored with the whole thing, and spent his time on a cell phone, ignoring both them and his wife. It would have been too poetic for the older Kievite to have been stationed in Germany when I was--he was not, but as we were communicating in our respective high schools' Russian and street German, it was interesting enough to figure out our parallel purposes in being on this train.

All along the way, we clipped along in a manner that felt alien to my former experience on the Reichsbahn. The GDR line had been downsized by the Soviet Army. When one rode behind the pre-war steam power of the Reichsbahn or behind their first generation diesels, the single-track operation and manually controlled signals made it a slow journey. The running time on the premier Reichsbahn train for the 112 km from Potsdam to Magdeburg (with one stop in Brandenburg) was 82 minutes in 1971, after an improvement program. Now, with six stops, it was 73 minutes. And, in 1971, no other train matched the top express. Now, R1 Regional electric trains beat the old Reichsbahn express times day and night on hourly clock-pattern schedules.

No clever new proprietary technology is involved. The secret to the improvement between the old Germany and the new is that the old Reichsbahn was run remarkably like some American railroads: ripped up second main tracks, speed restrictions due to crumbling roadbeds and maintenance budget cutbacks, obsolete equipment, outdated signals and no electrification outside of the pre-WWII projects. The new service is on the same right-of-way as the old, and constructed with off-the-shelf components. It involves track and roadbed improvements, electrification, and stations and passenger rolling stock designed to speed up boarding and alighting.

Of course, the situations are different. The Reichsbahn was ravaged by war and the post-War Soviet reparations. The U.S. railroads were ravaged by government policies and quarterly-report shareholders. Effects were almost identical.

In a sociological change, gone are the all-stops local trains that existed in the mostly auto-less GDR. In 1970, the schedule included milk runs that really were milk runs. Growing up in Oregon in the 1950's, I never dreamed that I would see light-weight steam engines pulling three or four cars stopping every six to seven kilometers in 1970. Most of the primitive freight service was gone, but in the middle of the 2002 run across the Markish landscape in Genthin I saw loaded lumber cars. Near there, a thunking Class 232 diesel freight engine of Soviet origins reminded me of American locomotives of 1970, and of how the Reichsbahners disliked the decision to make them buy Soviet, even though the Germans had their own make of Diesels.

(To be continued)

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